BookletChart™

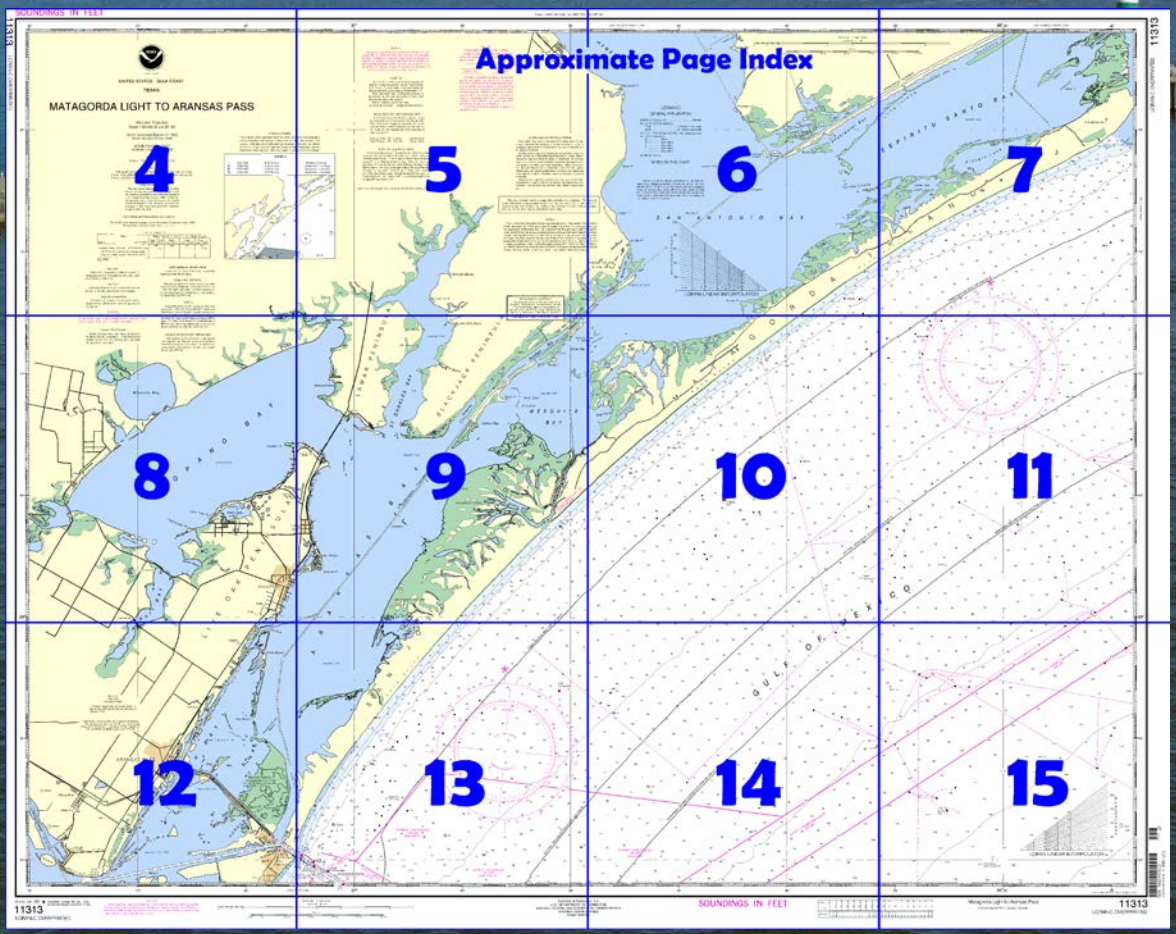
Matagorda Light to Aransas Pass

NOAA Chart 11313

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

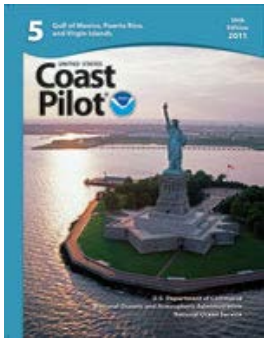
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11313

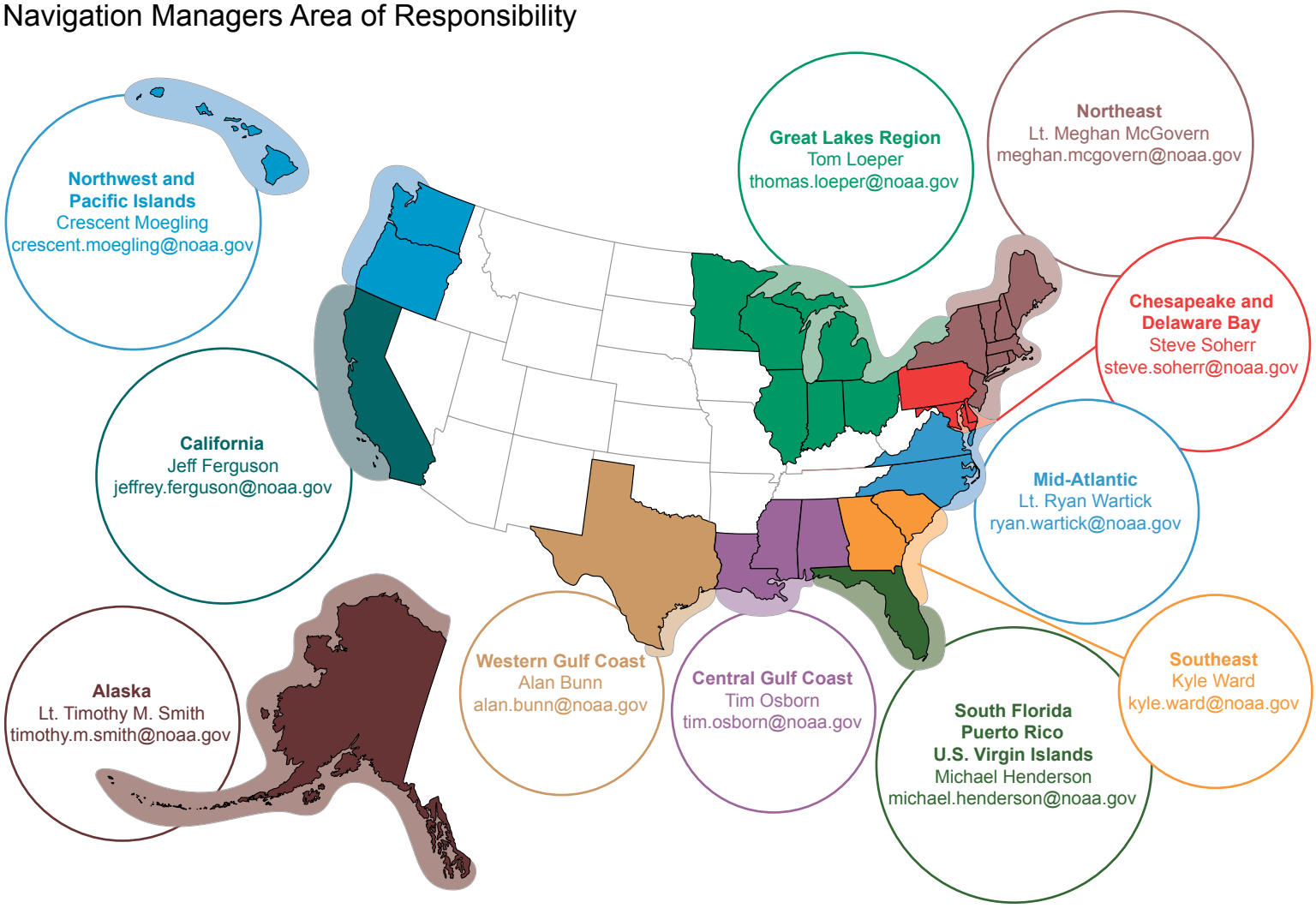


[Selected Excerpts from Coast Pilot]
Espiritu Santo and San Antonio, Mesquite, and Aransas Bays are a series of shallow bodies of water extending SW along the coast for a distance of 50 miles from Pass Cavallo to Aransas Pass, separated from the Gulf by Matagorda Island and San Jose Island. The bays are filled with islands, reefs, and shoals, and are of little commercial importance except as a link in the Intracoastal Waterway.
Espiritu Santo Bay has depths up to 8 feet. In the E part of the bay, Ferry Channel extends from the waterway S to a fish and wildlife reserve at the former Matagorda Air Force Range on Matagorda Island. The channel is marked by a light and daybeacons. In 1984, the reported controlling depth was 8 feet. The bay is entered from Matagorda Bay through the Intracoastal Waterway and the channel.
San Antonio Bay has depths up to 5 and 6 feet. It is separated from Espiritu Santo Bay by the First Chain of Islands, through which are South Pass and Steamboat Pass. South Pass, an old unmarked dredged cut, has a depth of about 4 feet. The channel extends between two islands and close to the privately maintained markers on the N side of the S island. Steamboat Pass, 1.5 miles to the N, has less than 3 feet of water.
The Intracoastal Waterway crosses San Antonio Bay from the vicinity of Grass Island to False Live Oak Point. The spoil banks on both sides of the channel have several openings. Small islets are in the spoil bank area. Numerous reefs, some of which bare at low water, are in and about the bay, particularly in the upper end. They make navigation difficult, and local information is essential.
N of Swan Point and McDowell Point the delta of Guadalupe River divides the head of San Antonio Bay into Guadalupe Bay and Mission Lake on the E and Hynes Bay on the W. Goff Bayou and Schwing Bayou flow into Mission Lake.
Guadalupe River empties into the N end of San Antonio Bay. A depth of about 2 feet can be carried from the bay into the N fork of the river. Snags and driftwood make navigation almost impossible, but there are navigable depths as far as the San Antonio River, about 10 miles above the mouth.
Victoria Barge Canal is a dredged channel that leads from the Intracoastal Waterway NW along the E side of San Antonio Bay, thence through landcuts along the E side of Guadalupe Bay, Mission Lake, and Green Lake, thence in a dredged cut to Pickering Basin (Port of Victoria) about 30 miles above the Intracoastal Waterway and about 7 miles below the city of Victoria. In 2010-2011, the midchannel controlling depth was 10 feet to the turning basin, thence 11 feet was available in the basin. A 330-foot public dock with 9 feet alongside is in the basin; water and electricity are available.
About 5.3 miles above the Intracoastal Waterway, a dredged channel leads E from Victoria Barge Canal to a turning basin at the town of Seadrift. In 2010, the controlling depth in the channel and basin was 9 feet.
The facilities in the basin are under the control of the Westside Calhoun County Navigation District. Mooring dolphins are along the N side of the basin, and a wharf is on the S side of the basin. The facilities are used to unload shell from barges, to load and unload barge shipments of general cargo, and for the fueling of vessels. In addition, there are service wharves and seafood processing plants in the basin. Gasoline, diesel fuel, water, ice, and some provisions are available.
Seadrift, a small fishing and farming community, has highway connections.
A private channel about 0.3 mile S of the channel to Seadrift, privately marked by stakes, leads to a resort housing development at Swan Point. In 1999, a depth of 3.8 feet was reported in the channel with 3.0 feet in the harbor.
About 12 miles above the Intracoastal Waterway, a privately dredged channel, with a reported controlling depth of 10 feet in 1982, leads to a basin at a large chemical plant at Long Mott.
Long Mott is a small town on Mission Lake that has railroad and highway connections.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Navigation Managers Area of Responsibility

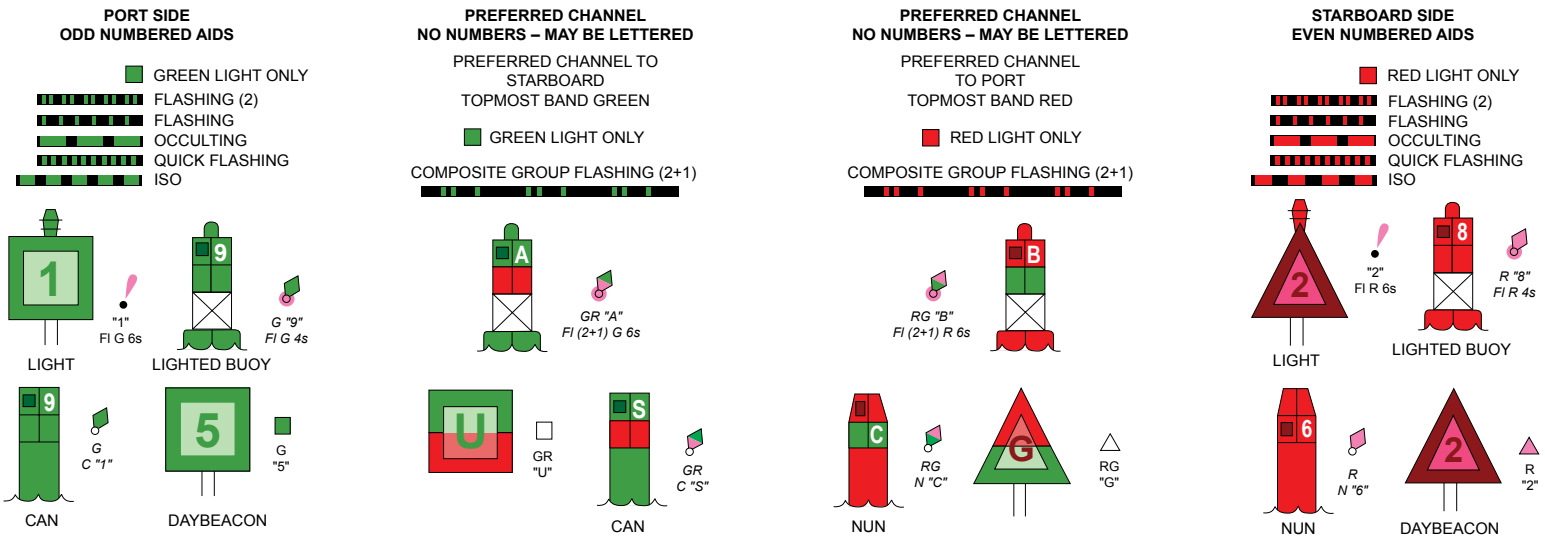


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

11313

15' 10' 05'

20'

15'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

TEXAS - GULF COAST

MATAGORDA LIGHT TO ARANSAS PASS

Mercator Projection
Scale 1:80,000 at Lat 28° 06'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Aransas Pass Channel	(27°50'N/97°03'W)	1.4	- - -	- - -
NOTE: In the various bays the periodic tide has a mean range of less than .5 foot.				
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.				

(Sep 2010)

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.061" northward and 0.956" westward to agree with this chart.

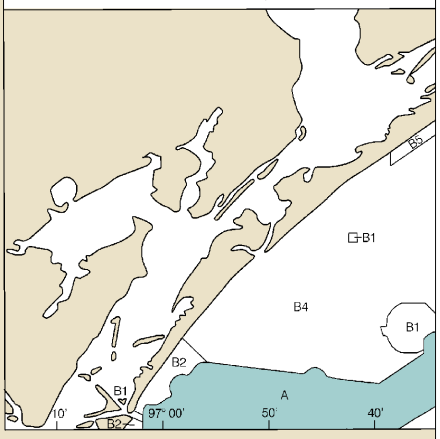
NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

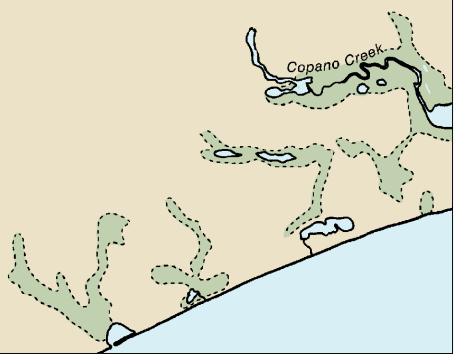
MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydr survey information that has been evaluated for charting. Surveys h banded in this diagram by date and type of survey. Channels m by the U.S. Army Corps of Engineers are periodically resurveyed not shown on this diagram. Refer to Chapter 1, United States Co

		SOURCE	
A	1990-2005	NOS Surveys	full b
B1	1990-1994	NOS Surveys	partia
B2	1970-1989	NOS Surveys	partia
B4	1900-1939	NOS Surveys	partia
B5	1850-1899	NOS Surveys	partia





Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

97° 55' 50' CON

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Corpus Christi, TX	KHB-41	162.550 MHz
Port O'Connor, TX	WXL-26	162.475 MHz

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

drographic
have been
maintained
ed and are
Coast Pilot.

bottom coverage
rtial bottom coverage
rtial bottom coverage
rtial bottom coverage
rtial bottom coverage

20'
B4
10'
28° 00'
A
B4
96° 30'

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

INTRACOASTAL WATERWAY

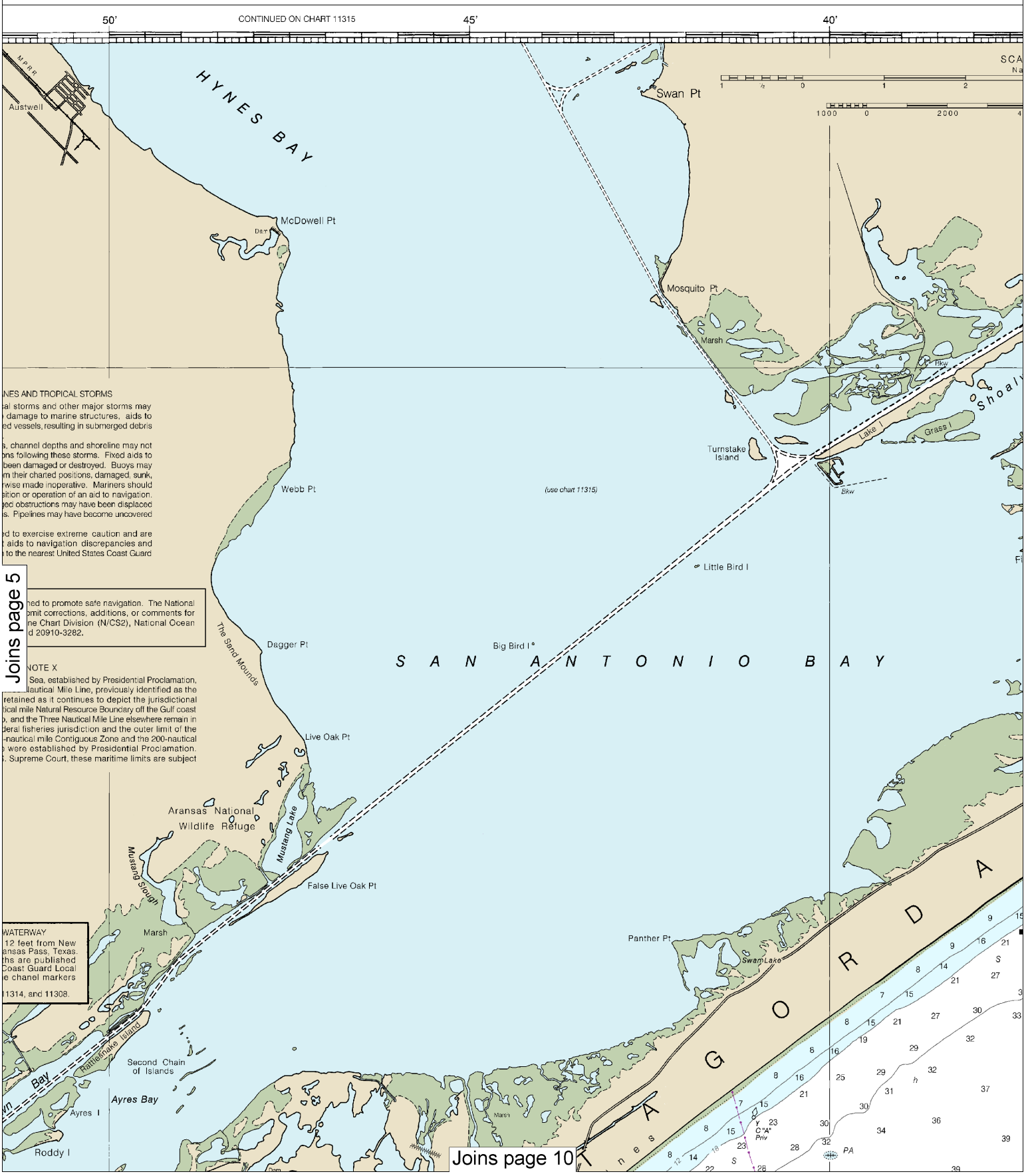
The project depth is 12 feet from New Orleans, Louisiana to Aransas Pass, Texas. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners. The chanel markers are not shown.
Use charts No. 11315, 11314, and 11308.

Joins page 6

Joins page 9

Austwell
M P R R
HYNES
Twin Creek
Marsh
Burgentine Creek
Salt Cr
McHugh Bayou
Cavasso Creek
Marsh
Meile Dietrich Pt
Big Devil Bayou
Indian Head Pt
Little Devil Bayou
Big Sharps Pt
(use chart 11314)
Little Sharps Pt
Turtle Pen Pt
Shell Pt
R PENINSULA
PENINSULA
Aransas National Wildlife Refuge
Mustang Slough
Marsh
Rattlesnake Island
Second Chain of Islands
Ayres Bay
Ayres I
Marsh
Sundown Bay
Roddy I

This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:114285. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Joins page 5

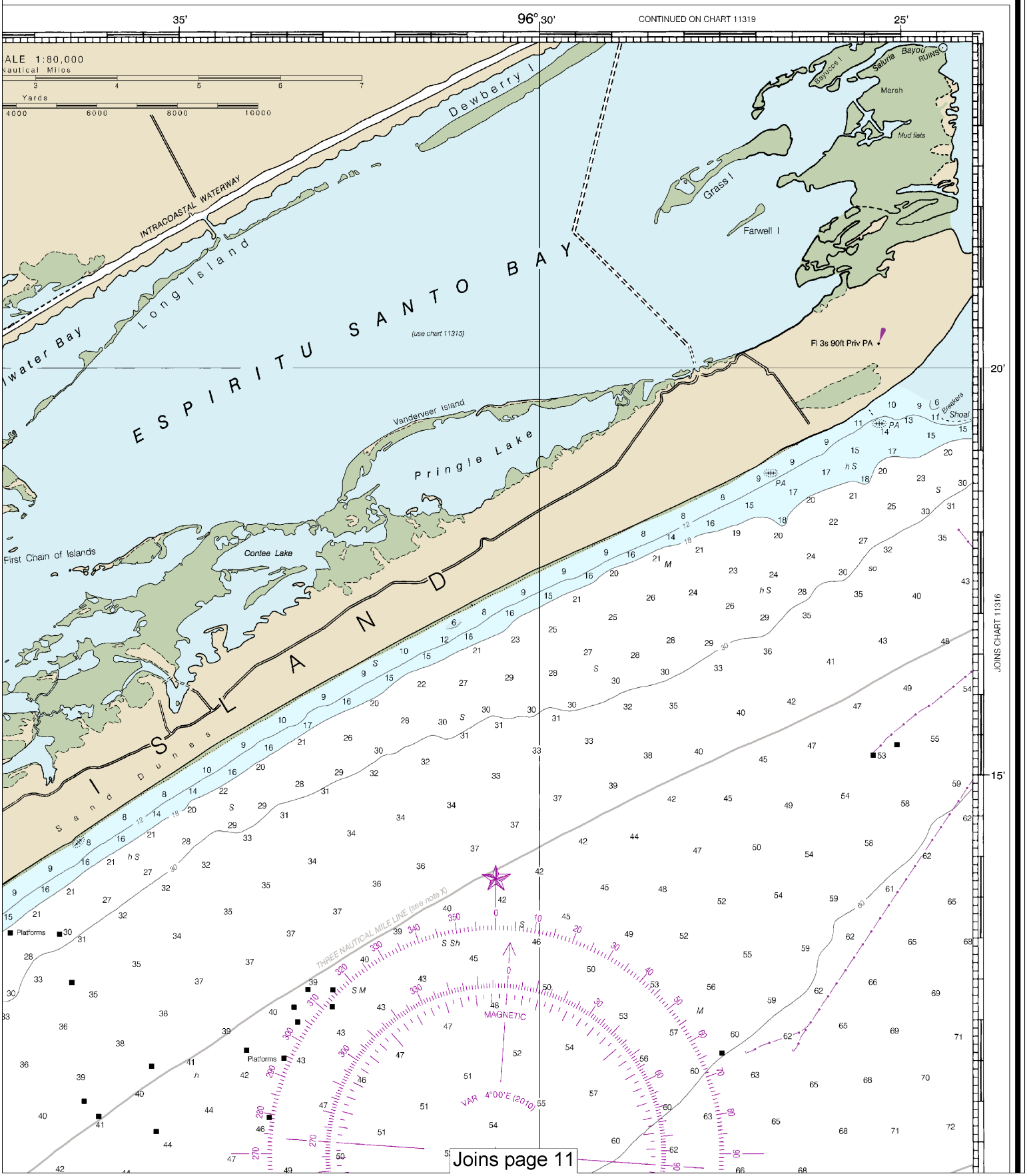
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

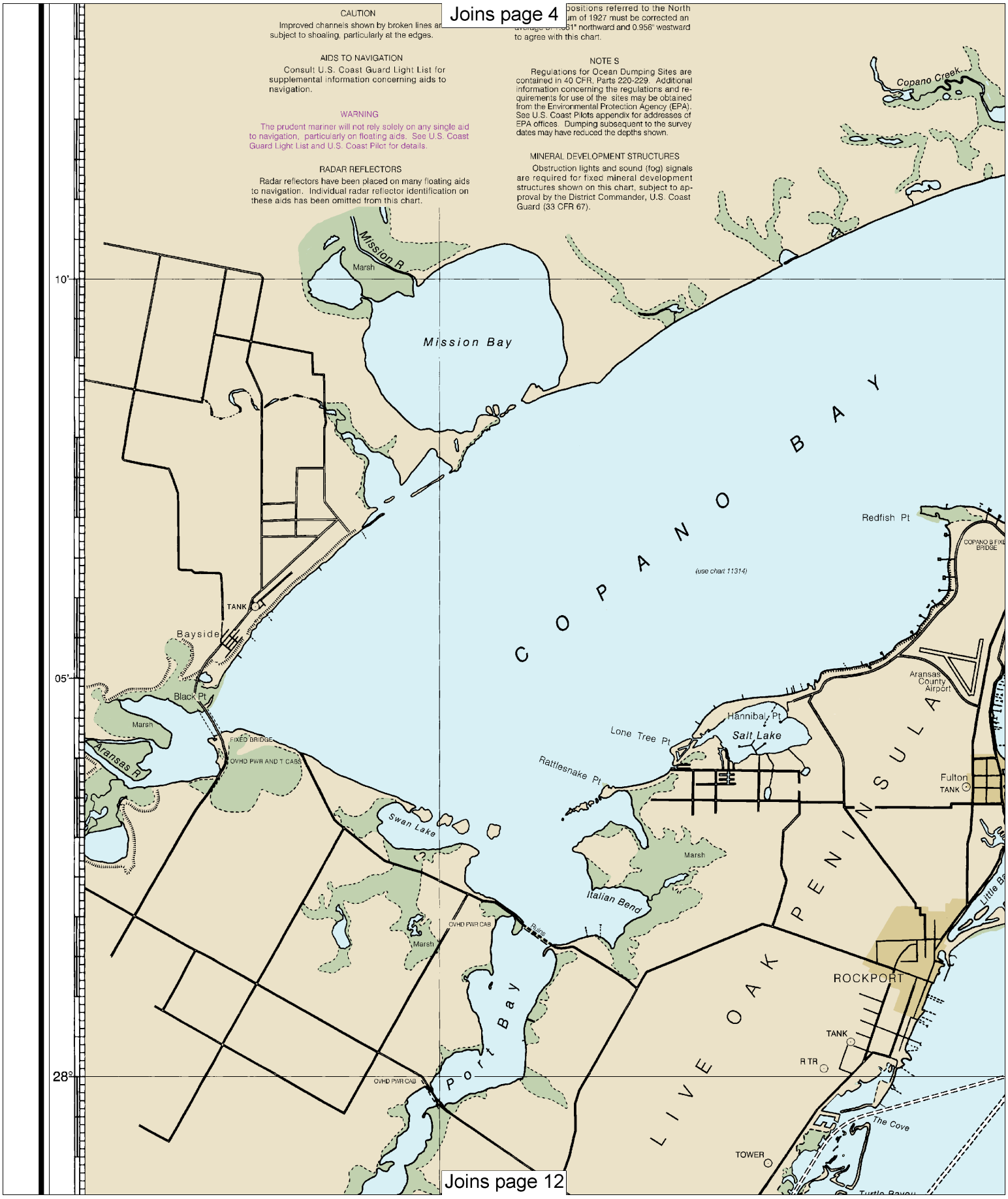
See Note on page 5.



Joins page 11

Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 8/5/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)



8

Note: Chart grid lines are aligned with true north.

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Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

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Joins page 5
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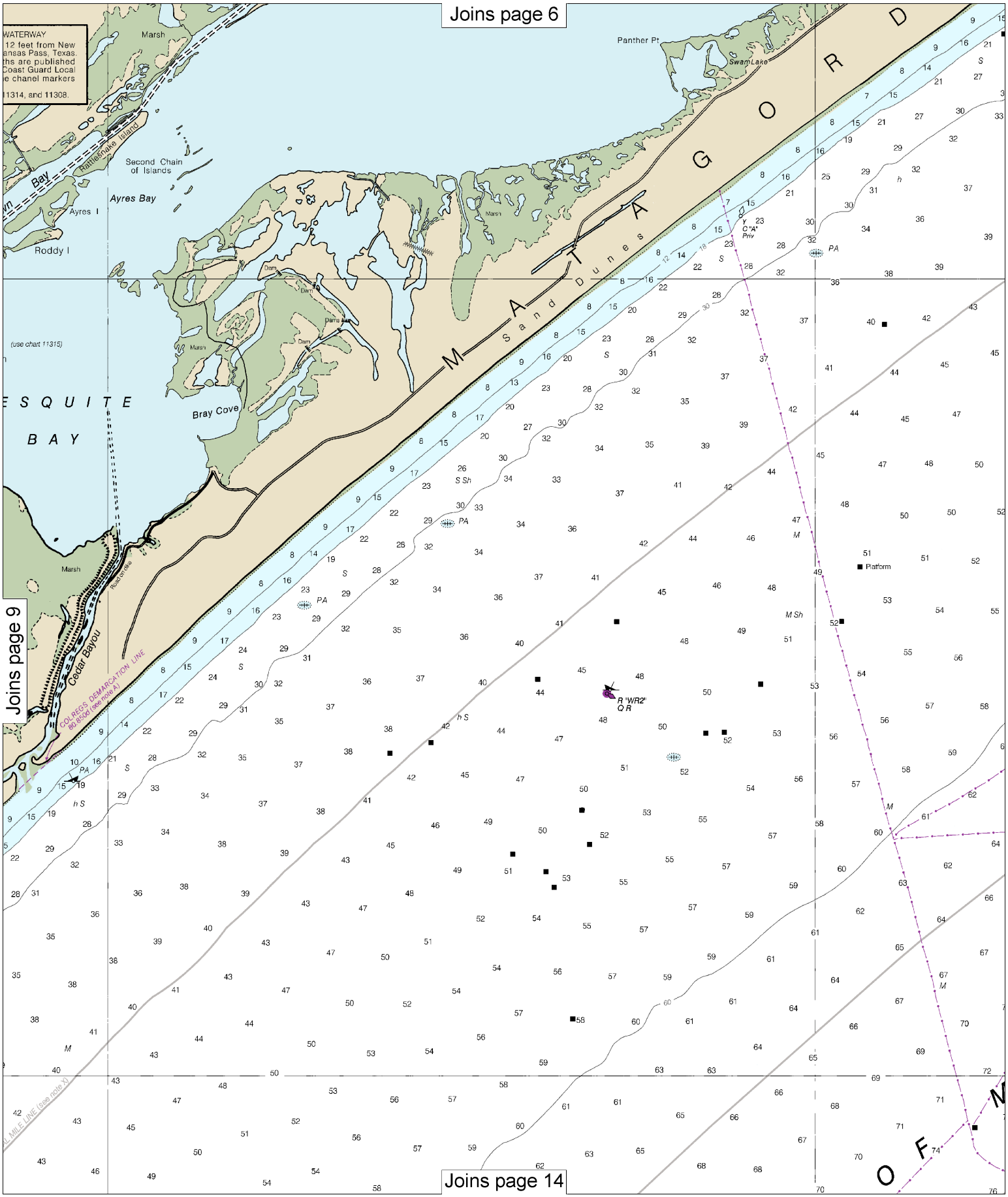
Use charts No. 11315, 11314, and 11308.
Marsh
Meile Dietrich Pt
Big Devil Bayou
Indian Head Pt
Little Devil Bayou
Turtle Pen Pt
Big Sharps Pt
(use chart 11314)
Little Sharps Pt
Shell Pt
LAMAR PENINSULA
ST CHARLES BAY
BLACKJACK PENINSULA
Bill Mott Bayou
Egg Pt
Newcomb Bend
Newcomb Pt
Lamar
Hail Pt
Goose I
Bird Pt
Blackjack Pt
Dunham Pt
Dunham Bay
Cape Carlos
Carlos Bay
Dunham
Buoy
(use chart 11314)
(see note)
INTRACOASTAL WATERWAY
Jay Bird Pt
Area subject to inundation
Deadman I
Key Allegro
Ninemile Pt
Area subject to inundation
Bluffworth
Cedar Pt
(use chart 11315)
Third Chain of Islands
Marsh
Sundown Bay
Rattlesnake Island
Second Chain of Islands
Ayres Bay
Ayres I
Roddy I
MESQUITE BAY
Bray Cove
Marsh
Marsh
Road of note
Cedar Bayou
Mud
COLREGS DEMARCATION LINE 80.0500 (see note A)
PA
THREE NAUTICAL MILE LINE (see note X)
Joins page 10
Joins page 13

Joins page 6



Joins page 9

Joins page 14

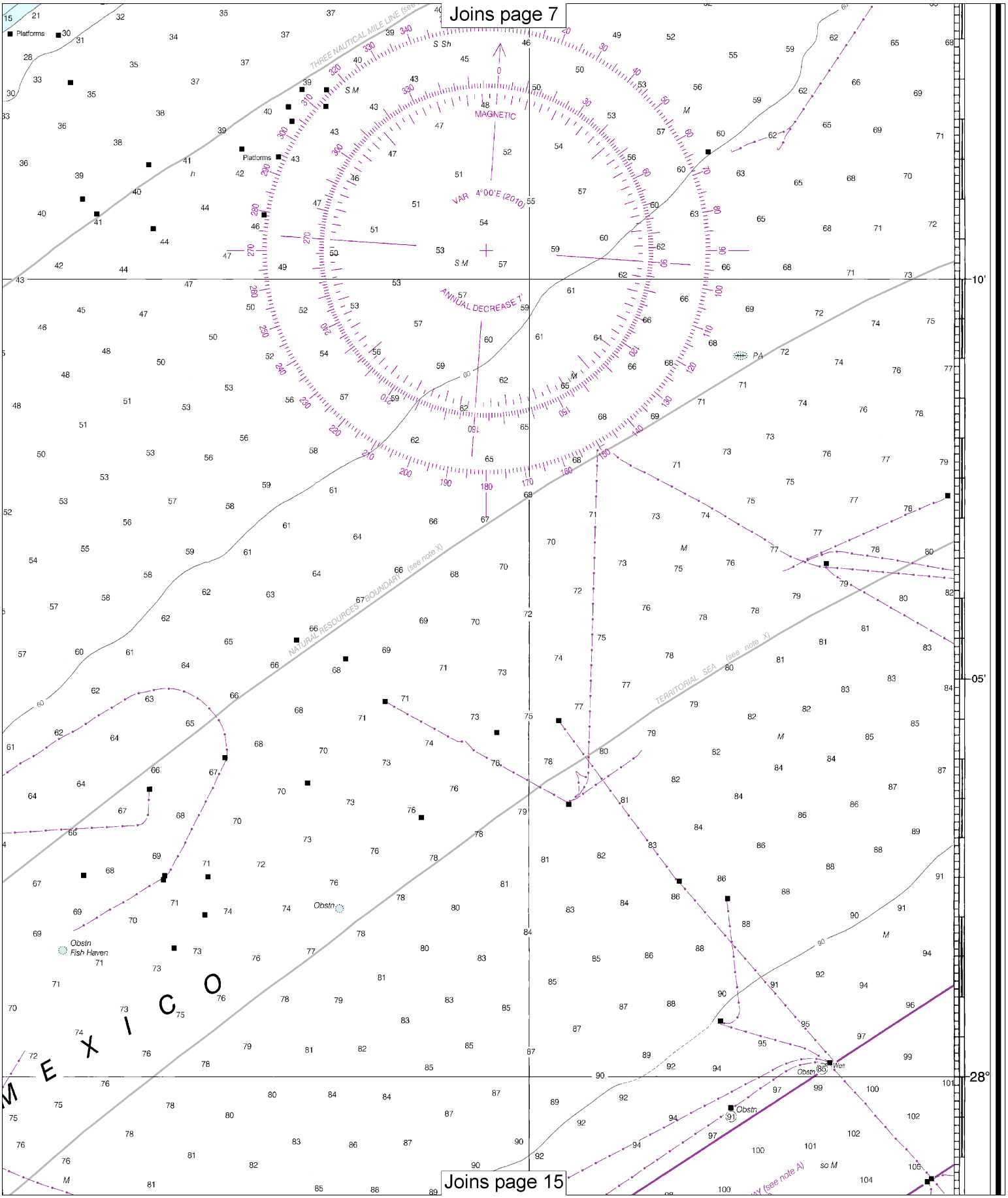
Note: Chart grid lines are aligned with true north.

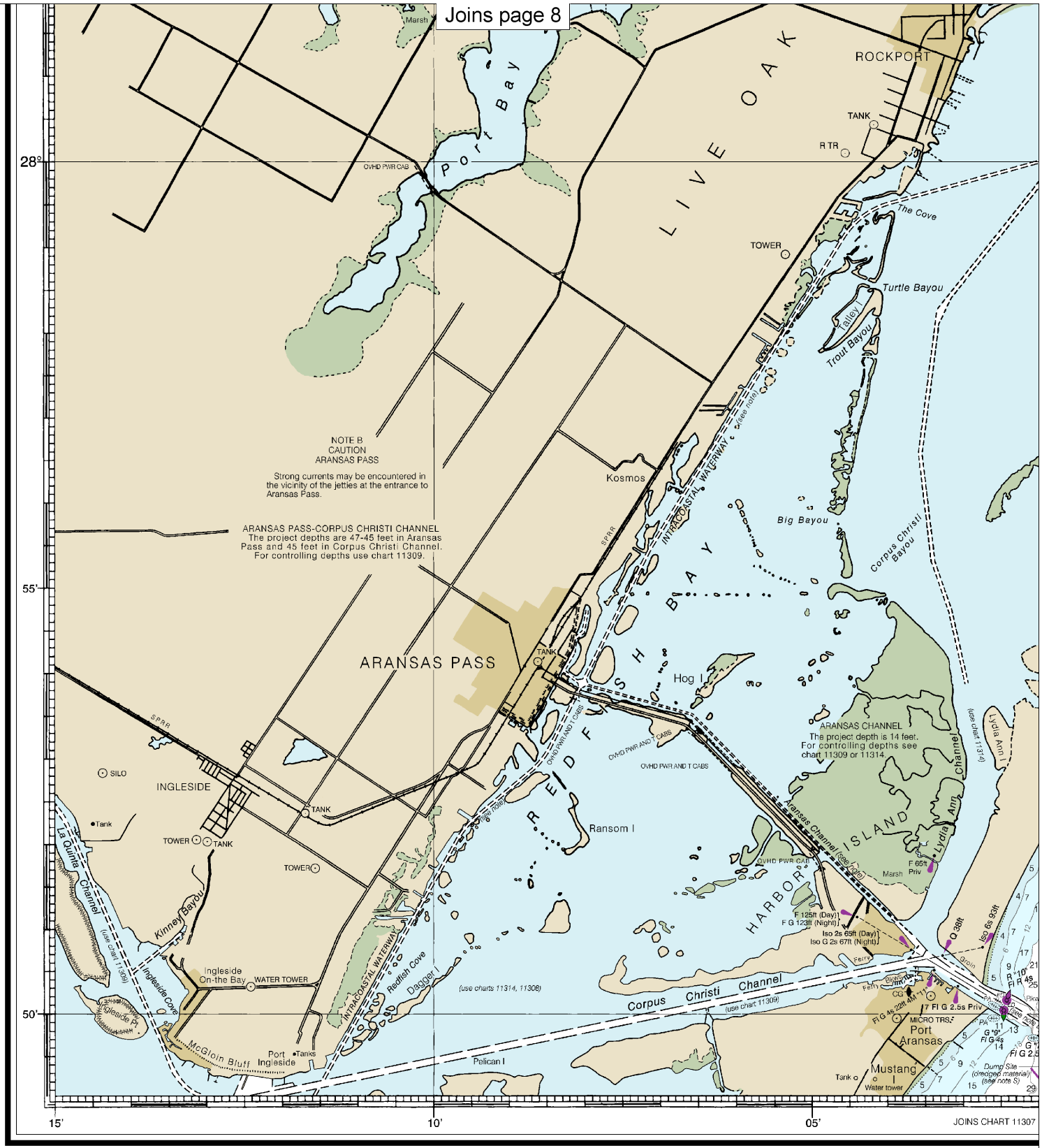
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 7
THREE NAUTICAL MILE LINE (see
Platforms
S Sh
S M
MAGNETIC
VAR 4°00'E (2010)
ANNUAL DECREASE 7'
PA
NATURAL RESOURCES BOUNDARY (see note X)
TERRITORIAL SEA (see note X)
Obstn
Fish Haven
MEXICO
Wreck
Obstn
Obstn
so M
(see note A)
10'
05'
28°
Joins page 15



24th Ed., Oct. /10

11313

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SCAL
Nau

Last Correction: 8/5/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

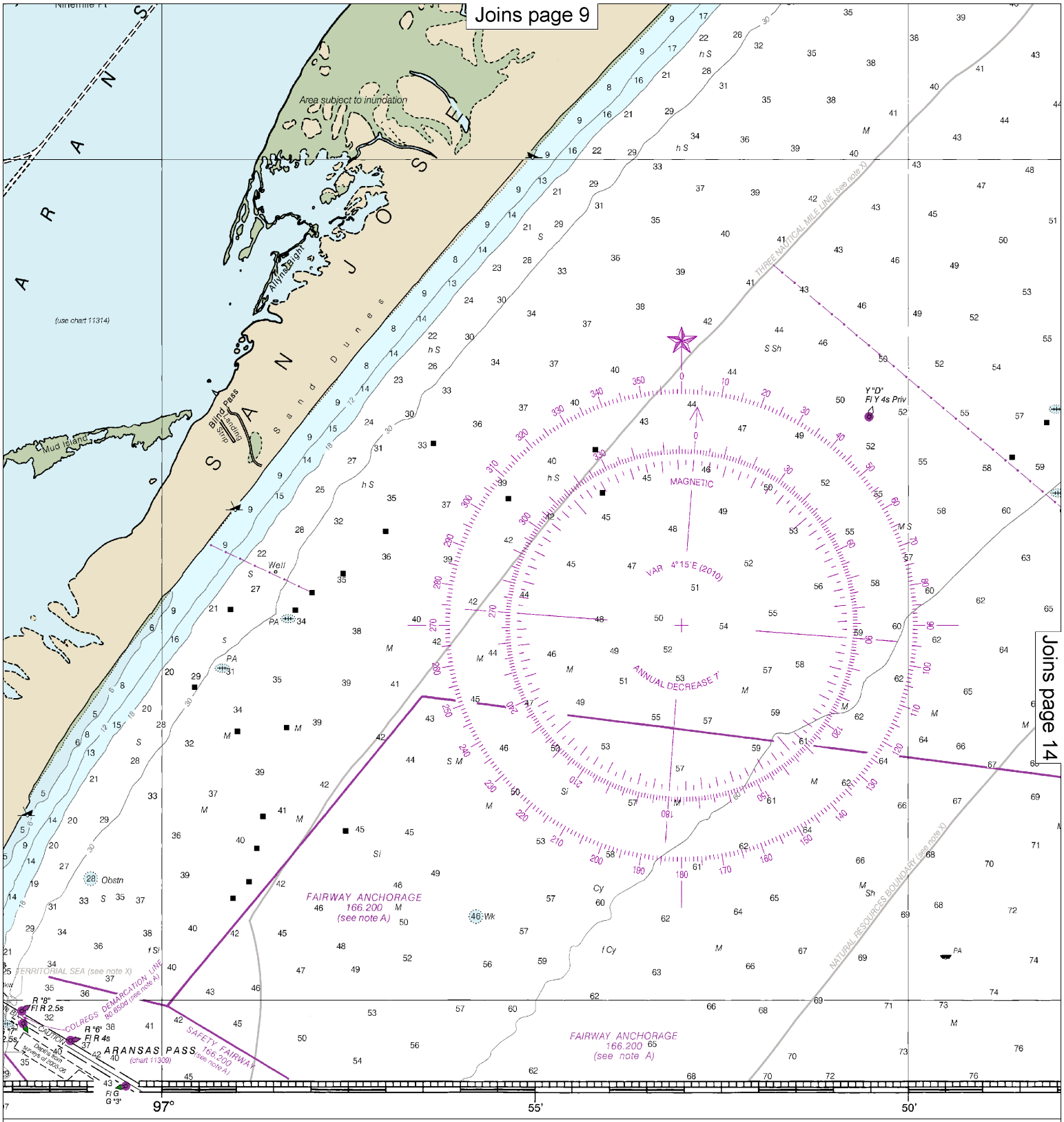
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



SOUNDINGS IN FEET

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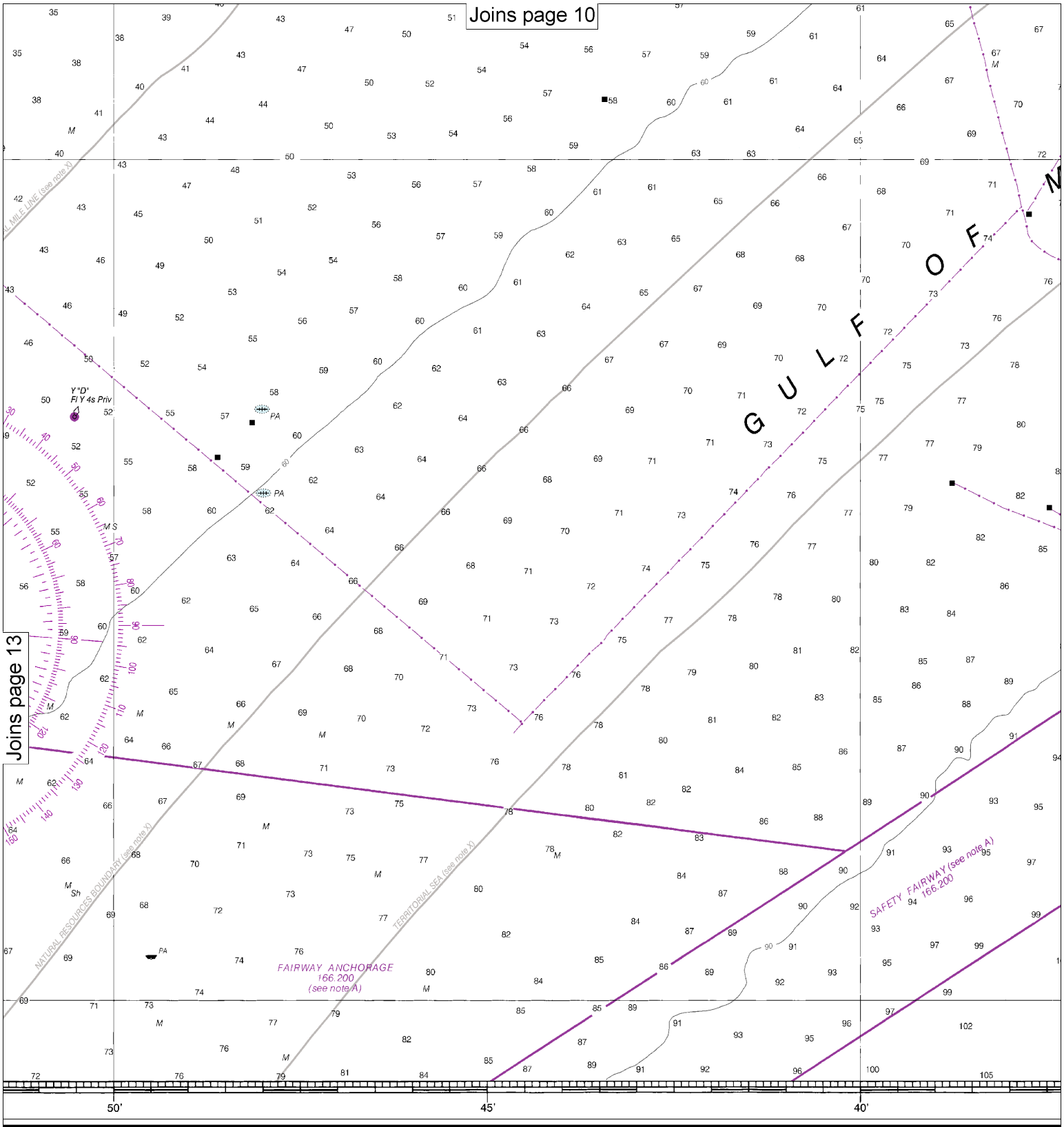
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRAT
NATIONAL OCEAN SERVICE
COAST SURVEY



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
ATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

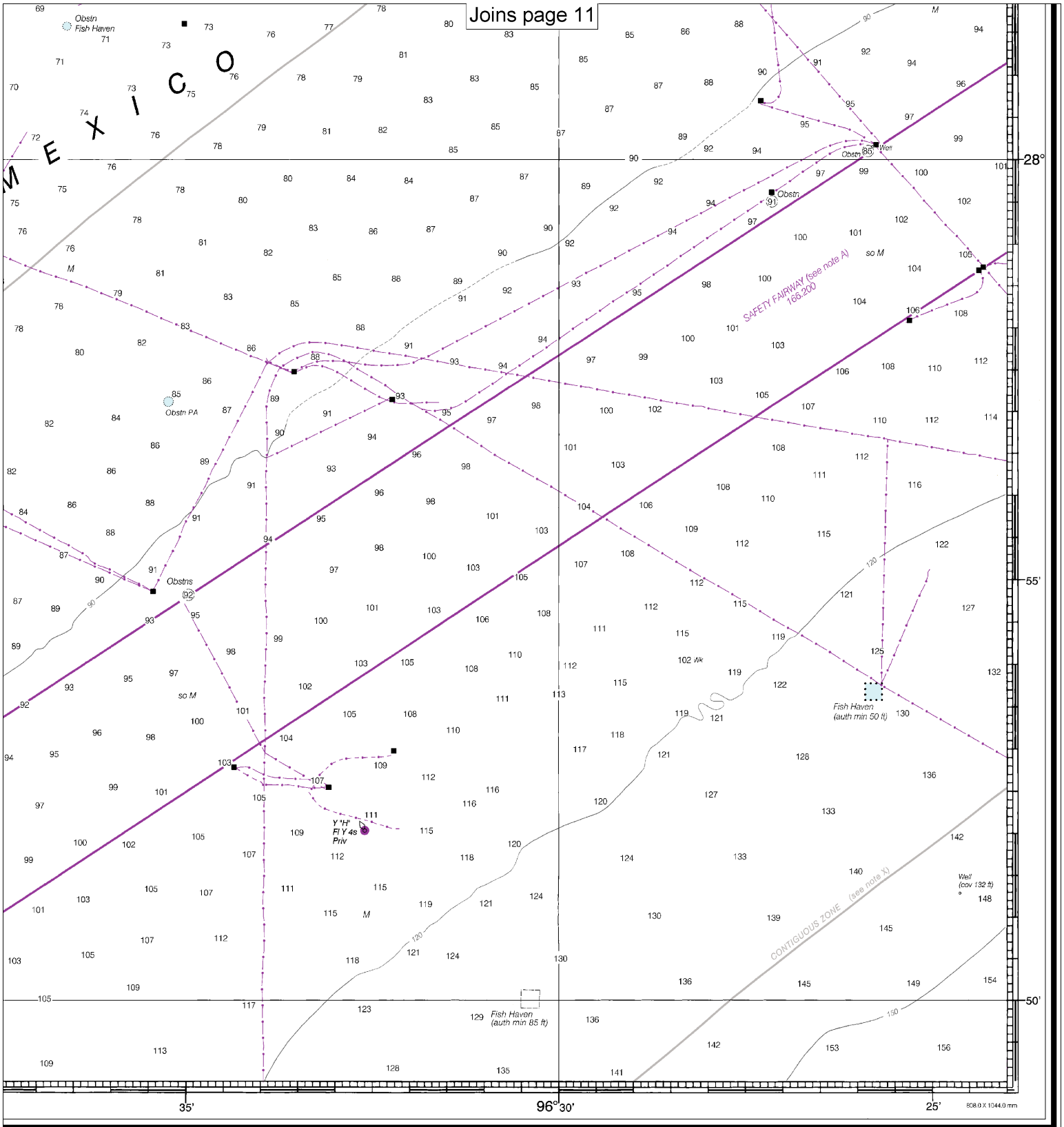
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Matagorda Light to Aransas Pass

SOUNDINGS IN FEET - SCALE 1:80,000

11313

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
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Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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